


**SFMTA**

Municipal Transportation Agency

May 30, 2013

Monica Pereira  
Environmental Planning  
San Francisco Planning Department  
1650 Mission Street, 4th Floor  
San Francisco, CA 94103

SAN FRANCISCO DEPARTMENT OF PLANNING  
CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW

**CLASS 6 - Information**  
Collection On-Street  
Car Share Pilot  
Program

Subject: Environmental Review Request -- On-Street Car Share Pilot Program  
Extension

*[Signature]* 05/31/13  
Approved Planning Dept. Monica Cristina Pereira,  
**Environmental Planner**

Dear Ms. Pereira:

The San Francisco Municipal Transportation Agency (SFMTA) is requesting environmental review of an extension to its on-street car share pilot program.

The SFMTA conducted a small-scale pilot program beginning in 2011 utilizing 12 on-street parking spaces distributed across the San Francisco as dedicated car share spaces. The Planning Department issued a categorical exemption in 2011 for that car share pilot program, citing an exemption for the purpose of information collection and anticipating a potential pilot expansion based on the analytical results of the pilot program.

Based on the experience of that initial on-street car share pilot program, as well as the SFMTA's ongoing car share parking program in designated off-street parking facilities, SFMTA proposes to extend and enlarge the pilot program for an additional two years (2013-2015) to evaluate the feasibility and effectiveness of on-street car sharing spaces in supporting the City's and SFMTA's goals to reduce household vehicle ownership rates, parking demand, vehicle miles traveled, and greenhouse gas emissions.

The SFMTA is seeking to extend the end of the pilot program from August 31, 2012 to August 31, 2015, and enlarge the scope of the program to as many as 900 on-street parking spaces, for the following reasons:

- Analysis of the initial pilot suggests that on-street car share spaces are feasible and can be well utilized in San Francisco.
- However, the scope of the initial pilot, the use of a single car-sharing company and the locations selected were not adequately large or diverse to substantiate implementation of a full citywide program.
- A scaled-up pilot program, incorporating refinements derived from evaluation of the initial pilot program, will permit SFMTA to further test and substantiate the use of on-street car share spaces to more fully inform potential implementation of a full citywide program.

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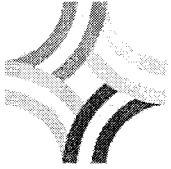
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- In order to carry out enlargement of the pilot to a meaningful and informative citywide scale, two years are necessary for the full course of the extended pilot program. Outreach, review, approval, and implementation of on-street car sharing spaces will require two to three months for each cycle of parking space designation, and multiple cycles of space selection and designation are anticipated.

The SFMTA's evaluation of the initial on-street car sharing pilot program is attached here for your information.

Staff will request that the SFMTA Board of Directors amend the San Francisco Transportation Code, Division II, to facilitate the extension of the on-street car sharing pilot program. Specifically, staff recommends amendments to Section 901 regarding the definition of "Car Share Organization," "Car Share Vehicle" and "On-Street Car Share Vehicle Parking Permit," amendments to Section 911 to extend the pilot program dates, modify the requirements for participation in the On-Street Car Share Vehicle Permit Program, and define a three zone On-Street Car Share Vehicle Parking Permit area, and amendments to Section 902 to establish Car Share Vehicle Parking Permit fees based on the location of the designated on-street parking space within one of the defined three zone areas and correct the section reference to Press Vehicle Permits.

Under the Car Share Pilot Program Extension, as many as 900 on-street parking spaces, distributed throughout the City, could be designated for exclusive car share use during the two years of the pilot program. Designation of these spaces as exclusive Car Share spaces will require separate approval and review prior to implementation.

Because reserved on-street parking spaces must be established in Division II of the San Francisco Transportation Code, all spaces will be subject to the following approval steps:

- Review by SFMTA transportation engineering staff to ensure the technical, regulatory, and operational feasibility of each space
- Review by the Transportation Advisory Staff Committee (TASC) to consult with relevant SFMTA divisions and other City departments (e.g., Planning Department, DPW, SFPD)
- Perform outreach to neighborhood and community groups
- Pass a SFMTA Transportation Engineering Public Hearing, including all required public noticing of proposed on-street parking space requests
- Approval by the SFMTA Board of Directors

To encourage citywide distribution of on-street car share parking spaces, and ensure that the pilot program's designation of on-street car share parking spaces does not adversely impact the overall on-street parking supply in any given area of



the City, the SFMTA will impose the following conditions on the issuance of on-street car share parking space permits to qualified Car Share Organizations:

No more than two on-street parking spaces per block may be designated for reserved on-street spaces. A block is generally defined as the curb space on either side of the street where the address range increases in increments of one hundred (e.g., 400-499 Valencia is one block). Car share parking spaces will not be allowed on major neighborhood commercial streets.

All requested parking space permit requests will be reviewed by staff for potential impacts to, or conflicts with, transit operations, pedestrian safety, bicycle safety, parking and traffic regulations, and other technical, regulatory, and operational considerations. Approximately 10-15% of the designated on-street parking spaces must be located in either Zone 2 or Zone 3.

San Francisco has approximately 281,000 on-street parking spaces. The SFMTA will designate no more than 900 on-street parking spaces for exclusive car share use during the two years of the pilot program. For each qualified car share organization that participates in the Car Share Pilot Program Extension, the SFMTA will make up to 150 spaces available for designation as on-street car sharing parking spaces in the first year of the pilot and an additional 150 spaces in the second year of the pilot.

Citywide distribution of on-street car share parking spaces will be incentivized by zone-based on-street car share parking space permit fees, with lower permit fees levied on parking spaces in the middle and outer districts of the City.

After the pilot program, SFMTA staff will complete an evaluation and recommend whether to make the on-street car share program permanent.

The SFMTA's proposed Car Sharing Policy and Pilot Project document and associated proposed amendments to the Transportation Code are attached here for your information and review.

Because the Pilot Project will not result in a serious or major disturbance to an environmental resource, we believe this proposed extension to the On-Street Car Share Pilot Program would be categorically exempt from environmental review for the purpose of information collection under Title 14 of the CEQA Implementing Guidelines section 15306.

Please let me know if you need any further information. Thank you for your assistance.

Sincerely,

Sonali Bose  
Chief Financial Officer